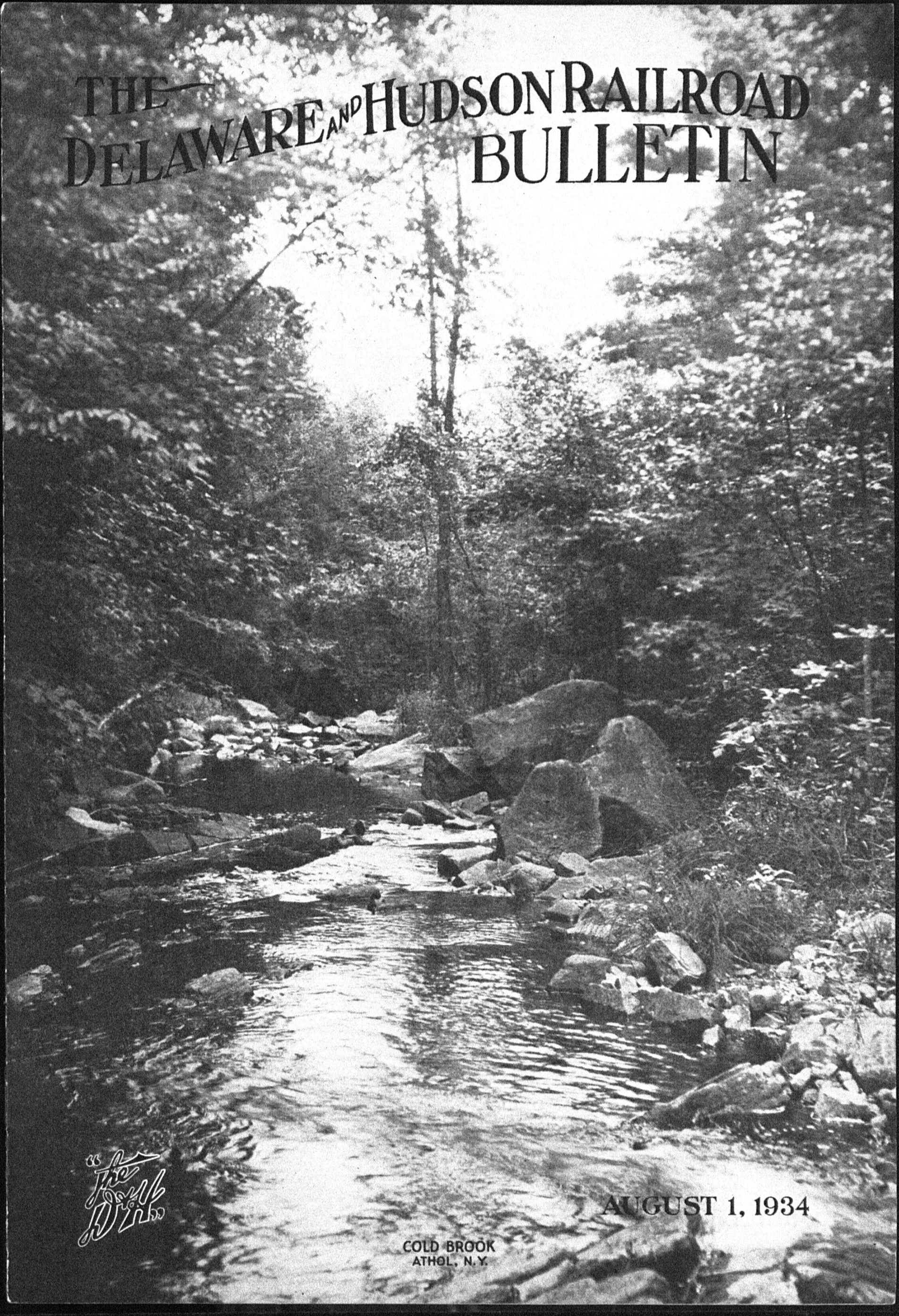
# THE DELAWARE AND HUDSON RAILROAD BULLETIN



"The D&H"

AUGUST 1, 1934

COLD BROOK
ATHOL, N.Y.

# *My Wage*

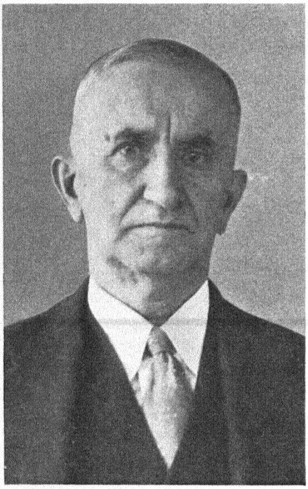
*I BARGAINED with Life for a penny,*
*And Life would pay no more,*
*However I begged at evening*
*When I counted my scanty store.*
*For Life is a just employer,*
*He gives you what you ask;*
*But once you have set the wages,*
*Why—you must bear the task.*
*I worked for a menial's hire,*
*Only to learn, dismayed,*
*That any wage I had asked of Life,*
*Life would have paid.*

—JESSIE B. RITTENHOUSE.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

# "Stop Runaway Engine"

## Retired Telegrapher Recalls Thrilling Experience at Wilkes-Barre



THOMAS W. KISTLER

ONE dark night some years ago the quiet of the yard master's office at Wilkes-Barre was broken by the frantic clicking of the telegraph instrument: "SX calling WB—SX calling WB." TELEGRAPHER THOMAS W. KISTLER, now retired, then acting yard master at Wilkes-Barre, acknowledged the call and listened. The towerman at Hudson was reporting that an engine had stopped outside the tower while the crew came up for orders. In some unknown manner the throttle on the engine had opened, and the locomotive was racing toward Wilkes-Barre.

MR. KISTLER hastily dispatched another locomotive northward with an extra engineman aboard with orders to attempt to run alongside of the runaway, board and stop it. When the crewless engine approached Wilkes-Barre, it was going so fast that it was impossible to put a man on it. They dared not let it run out on the Lehigh Valley main track; to derail it might endanger the lives of men sleeping in the cabooses and at work in the yard office; so the switch leading into a track on which a train was standing was thrown and in the ensuing crash both engines were considerably damaged but no one was injured.

MR. KISTLER, who was born at Bloomsburg, Pa., March 10, 1862, the son of a harness-maker, completed the courses in both a public and a private school before going to work in his father's shop. Harness-making was a very profitable trade in the days before the advent of the automobile, a good set selling for from $25 and up, depending on the sort of trimming the purchaser preferred: nickel was comparatively cheap; some fancied silver or gold plate and paid accordingly.

Although he could have earned a good living at this trade, "the railroad bug" kept biting him, and he finally accepted an opportunity to learn telegraphy in the Delaware, Lackawanna and Western agent's office at Bloomsburg. Most of the telegraph instruments of that day closely resembled those of the present, except a few which recorded the dots and dashes on a paper tape. After he had become proficient as an operator MR. KISTLER was hired by the agent. For a short time he worked as an extra man, after which he was sent to the dispatcher's office at Kingston, Pa., at that time headquarters of the Lackawanna's line between Northumberland and Scranton. All of this branch was single tracked except for the double track between

Scranton and Avondale over which trains were operated for many years on the *left hand* track instead of the right.

From Kingston he was transferred to Nanticoke, Pa., as telegrapher at $35 per month, later being promoted to the agency at $60. In addition to the regular salary, the agent received a commission on all express shipments, as well as a percentage of the passenger receipts on tickets sold for passage over western roads, which sometimes amounted to as much as his salary.

In 1888, MR. KISTLER entered Delaware and Hudson employ as a telegrapher at Plymouth Junction where cars were interchanged with the Lackawanna, continuing at that post until the anthracite strike of 1902, when he returned to the extra list. When the labor difficulties were settled he was sent to the tower at Hudson which also contained the yard master's office. Here MR. KISTLER remained until the war, when he became telegrapher in the Wilkes-Barre yard office where he was stationed when pensioned July 1, 1932.

MR. and Mrs. KISTLER, who live at 37 Sherman Street, Wilkes-Barre, have two sons: Fred, manager of a store in Wilkes-Barre, and Leon, who is employed by the *Wilkes-Barre Evening News*. MR. KISTLER is a member of The Delaware and Hudson Veterans' Association.

## Poetic Lamentation On Government Operation In South Africa

ADVOCATES of government operation of the American railroads may well give some serious thought to the conditions that inspired the writer of the poem which appeared in a recent issue of *The Salstaff Bulletin*, official organ of the salaried staff of the South African Railways which are operated by the government. Although some of the finer humor may be missed by non-British readers, to whom "Allce" may not be familiar as an abbreviation of "allowance" and who did not read "Ossie's" (Mr. Oswald Pirow's) Budget Speech, the general idea is clear. Flattery and poor pay are the politician's way of rewarding everyone but those of his own clan, to which poor but honest railwaymen will never be admitted in spite of anything anyone may tell you to the contrary.

*The Salstaff Bulletin* prefaced the poem with the following introduction:

*A member of the Association who was labouring under the delusion that the sacrifice he had made during the depression might possibly be rewarded with something more tangible than six printed lines of thanks burst into tears and poetry on reading the report of Mr. Oswald Pirow's Budget speech and sent the following "poem" along with the request that if put into song it be done so to the tune of "Souvenirs."*

There's nothing left for me
Of things that used to be
Except some flattery about my loyalty:
A word or two of praise
*That's* not too hard to raise
And costs so little in
Remuneration.
A few old pay slips rest
Within my treasure chest
And tho' they do their best
To bring me
Consolation.
My Local Allce's a "sell"
The twelve months' "cut" as well,
They went we're told to save
The bally Nation.
Oh! Ossie, you're a nib
You wouldn't tell a fib.
Your Budget's fine and glib
And full of
Information.
By air we'll soon all fly,
The electric age is nigh
The deficit's your only
Botheration.
The Harbours spick and span,
To make's your newest plan;
A few more curves you'll mend
And take out all the bend
With Quids that number
Ten million.
But there's nothing left for me,
My old pay's a memory.
The landlord wants his rent,
But all the Quids you've spent
And left me only with
Damnation.

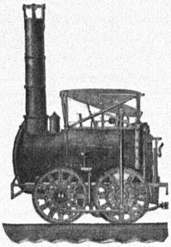
### As Directed

Lady (former telephone operator to pullman porter who had failed to call her as directed): "Porter, why didn't you call me at 7:30?"

Porter: "Ah did, ma'am. Ah said, 'seben-thirty,' and you-all said de line was busy, and when ah pusisted, you-all said, 'So's your old man. Git off de line, or I'll knock you fer a gool! So ah did."

# The Railroad Situation

*By* L. F. LOREE, *President*



THE serious problems confronting the railroads today are: 1. WAGES. In the past 100 years the average return on discount paper has been reduced by 57 per cent. The average return on labor has increased seven times. Is this absorption of the product of industry by the wage earner justified by the changes in the cost of living? Hourly wage rates, exclusive of agriculture, in March, 1934, show an increase of 110 per cent over the hourly wage rates in 1913. The cost of living March, 1934, as compared with 1913, shows an increase of only 28 per cent. These are figures prepared by the National Industrial Conference Board.

2. CONVERSION OF PRIVATE PROPERTY TO PUBLIC USE BY THE POLITICIAN THROUGH THE IMPOSITION OF TAXES. In the State of New York the population from 1900 to 1930 increased 73 per cent; the school taxes from Federal and State sources increased 2,278 per cent. Bond issues were pyramided by communities, thus borrowing against the future for all sorts of enterprises. We built great cathedrals of education, with motion pictures and swimming pools and all sorts of geegaws and frills. We erected public buildings in many cases entirely beyond possible needs of communities for 100 years.

We still spend huge sums of money, borrowed for the purpose, in an endeavor to squander ourselves back to prosperity. The people have to pay the bill. The saturnalia of expenditure created fixed taxes, and taxes have a habit of certainty in good times and bad times alike.

Take a recent experience of my own. I did a rather laborious piece of work for a foreign country, for which they paid me $15,000, but they deducted as a tax $1,228. This was further reduced by exchange values in bringing the money into this country by $1,903, and then still further reduced by the income tax of New York State $786, and the United States $6,237, so what I really had for my labors was $4,846.

3. THE TARIFF. I have always believed in a protective tariff, but tariff regulations have moved far from the position of Henry Clay in 1820, and now are modified or amplified by closures and many other devices. As one of the consequences of the War we have become a creditor nation, whereas in all our previous history we were a debtor nation. This also profoundly changes tariff relations, which should be carefully studied and remodeled.

4. SHIFTING POPULATION. The continued added attractiveness of industrial occupation, as compared with farm life, has led to a shift from the farm of owners and laborers, 1910-1930, of 1,933,237. There have also been imported into industry, largely as a result of the War, a larger number of women, who now constitute 22 per cent of those gainfully employed, and to these two unusual additions there is some immigration and the natural growth of population.

5. INVENTION. The inventive faculty is vastly stimulated by a great war or the introduction of a new industry. We have had at the one time the former and several of the latter and the effects are very marked.

The autobus is apparently an uneconomical vehicle. I know of no company of that class that is earning a dividend. The pleasure car is a great success and has, since 1920, carried away from the railroads much of the passenger business, about 60 per cent of the number of passengers and about 70 per cent of the passenger earnings. There seems little prospect of regaining it.

The heavy motor truck will, I think, have to be eliminated in the interest of safety upon the highways. The light truck, which has replaced the delivery wagon, will largely continue with a delivery radius of something like 35 miles as against ten for the old horse-drawn vehicle.

The effect of these changes upon the railroads has been enormous and the readjustments necessary are much delayed through the interference of selfish interests and of the politicians whom they have served for 50 years as a convenient political instrument.

The first relief will come from "pruning the orchard"—some 40,000 miles of railroad that can no longer be expected to keep out of red figures should be abandoned. There are in the United States some 60,000 stations. In the days of dirt roads and horse-drawn vehicles a convenient interval was one of five miles. Fifteen miles would today amply serve the demands, so something like 20,000 stations should be abandoned. The shops need remodeling and retooling, the locomotives and cars need bringing up-to-date with modern devices and material alloys. The railroads ten years hence will, to my fancy, be quite different from those of today.

To effect this change we must look to Management. In the organization of industry it uses capital and labor as associates. It sets up a structure that co-ordinates the connected and dependent parts and processes, forming them into a definite, systematic and orderly structure. It creates a corporate body into which life is breathed, activity and motion given.

More significant even than the other items named is the interference with Management in the discharge of its duties.

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[NOTE: *This is the second of a series of five articles which have a direct relation to current events and the problems we now face as a nation.*—EDITOR.]

## Permanent Records

NEWS from England of a new method of printing platinum characters and half-tones on sheets of gold to preserve the written word for the future emphasizes again the importance of recording in permanent form such rare documents and chronicles as may be worthy of that honor.

The ancients perpetuated their words on tablets of stone and metal. The early Egyptians attained permanence to a remarkable degree by inscribing their writings on papyrus. From the tender skins of newborn sheep, goats, and calves, the Greeks made vellum, stretched it to an amazing smoothness, filled it with chalk, and polished it with pumice, dyeing the parchment a rich purple. Thereon they inscribed their thoughts for future generations. Some of these ancient parchments, beautifully illuminated, are still in an excellent state of preservation.

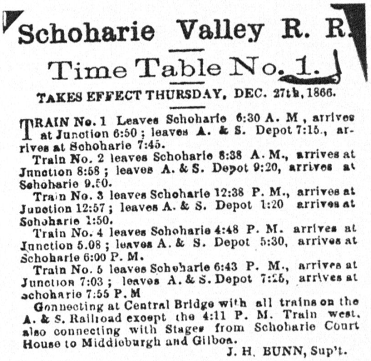
In this age, the life of the average book is estimated to be only a few hundred years, and in the light of much that is written, possibly this is very fortunate. There are, however, documents of state, the vital figures of life, and the thoughts of a very few wise men that should be presented in some form which will challenge the power of time to destroy.

When, in 1931, the cornerstone of the George Eastman Research Laboratories was laid, special precautions for the preservation of the records laid within the stone were taken. Some of them were placed in a glass tube filled with carbon dioxide gas, a method which is expected to guard them against deterioration for a long time. In the cornerstone of the District of Columbia's war memorial in Washington, the records were typewritten on a specially prepared cotton-fiber paper. They were sealed in an airtight copper box, from which the air had been evacuated and replaced with nitrogen gas.

The Japanese, long skilled in the making of fine papers, inscribed the names of victims of the 1923 earthquake with a special ink on a paper manufactured for the purpose by the Japanese government. It was then placed in airtight fused quartz containers filled with argon gas. As a final safeguard, the quartz containers were covered with asbestos, and finally with carborundum. This process is expected to preserve the records for at least 10,000 years.

The new English invention makes use of gold sheets 1/4000 of an inch in thickness and between 14 and 18 carats in fineness. The South African government has ordered two placques for the new South African House in London, one to reproduce the King's speech at the recent opening together with the royal arms and the King's signature; the other in similar form to set forth the High Commissioner's reply and his signature, together with the arms of South Africa.—*Technology Review.*

## Original S. V. Time Table



**Schoharie Valley R. R.**

Time Table No. 1.

**TAKES EFFECT THURSDAY, DEC. 27th, 1866.**

**TRAIN No. 1 Leaves Schoharie 6:30 A. M, arrives at Junction 6:50; leaves A. & S. Depot 7:15., arrives at Schoharie 7:45.**

**Train No. 2 leaves Schoharie 8:38 A. M., arrives at Junction 8:58; leaves A. & S. Depot 9:20, arrives at Schoharie 9.50.**

**Train No. 3 leaves Schoharie 12:38 P. M., arrives at Junction 12:57; leaves A. & S. Depot 1:20 arrives at Schoharie 1:50.**

**Train No. 4 leaves Schoharie 4:48 P. M. arrives at Junction 5.08; leaves A. & S. Depot 5:30, arrives at Schoharie 6:00 P. M.**

**Train No. 5 leaves Schoharie 6:43 P. M., arrives at Junction 7:03; leaves A. & S. Depot 7:25, arrives at Schoharie 7:55 P. M**

**Connecting at Central Bridge with all trains on the A. & S. Railroad except the 4:11 P. M. Train west, also connecting with Stages from Schoharie Court House to Middleburgh and Gilboa.**

**J. H. BUNN, Sup't.**

The above is a reproduction of the first time table issued by the Schoharie Valley Rail Road. Note the frequent service, also reference to stage connections to Middleburgh and Gilboa.

The original is owned by Fred E. Beach, retired engineman, Oneonta.

# An Act

## To Amend the Personal Property Law, in Relation to Wage Assignments

ATTENTION of Delaware and Hudson employees is called to a change in the law concerning assignment of wages, which became effective July 1st. The complete text of the act, passed by the New York State Legislature and signed by Governor Lehman, follows:

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

Section 1. Article three of chapter forty-five of the laws of nineteen hundred nine, entitled "An act relating to personal property, Constituting chapter forty-one of the consolidated laws," is hereby amended by adding a new section to follow section forty-five, to be section forty-six, to read as follows:

§ 46. Wage assignments; when valid; amount collectible thereunder. 1. No assignment of or order for the payment of any salary, wages, commissions, or other compensation for services to be earned in the future, securing or relating to any indebtedness aggregating less than one thousand dollars, whether made directly or under a power of attorney, shall be valid for any purpose whatsoever unless: (a) such assignment or order shall be contained in a separate written instrument which shall identify specifically the transaction to which it relates, (b) no other assignment or order exists in connection with the same transaction or series of transactions and (c) the salary, wages, commissions, or other compensation for services of the assignor amounts at least to the sum of twelve dollars per week.

2. Under any such assignment or order, a sum not to exceed ten per centum of the assignor's salary, wages, commissions or other compensation for services shall be collectible from the assignor's employer at the time of each payment of such salary, wages, commissions, or other compensation for services from the time that a true copy of such assignment or order, authenticated by a notary public or a commissioner of deeds, together with itemized statement of the amount then due the assignee, shall have been filed with the employer, provided that at such time (a) no other assignment or order for the payment of any salary, wages, commissions, or other compensation for services is subject to payment and (b) no levy on execution against said salary, wages, commissions, or other compensation for services is in force. While any portion of the indebtedness secured by any valid assignment filed in accordance with this act shall remain unpaid, no other portion of such salary, wages, commissions or other compensation for services shall be withheld from the assignor or paid to satisfy in whole or in part any subsequently filed assignment or order or subsequent levy on execution.

§ 2. This act shall not apply to any assignment, order, or power of attorney made before this act shall take effect.

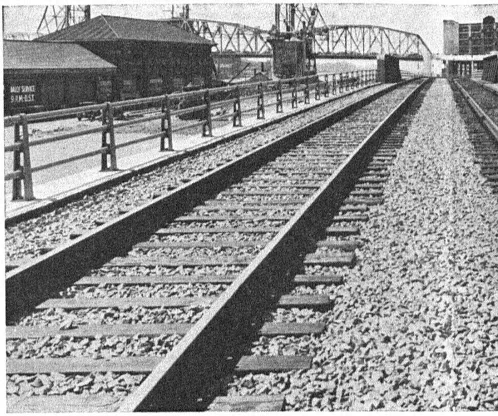
§ 3. All other acts or parts of acts inconsistent herewith are hereby repealed.

§ 4. This act shall take effect July first, nineteen hundred thirty-four.

*(Continued on page 126)*

# American Railroad

## Part IV— Tra



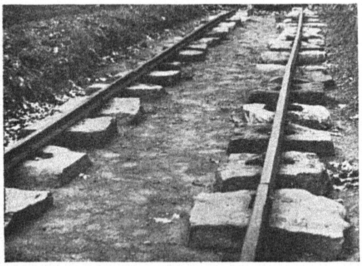
*130 lb. rails 2,800 ft. long (39 ft. lengths welded soli*

CARS and locomotives do not run far without tracks; and so—speaking in a strictly chronological fashion — a consideration of the right-of-way of any railroad should have priority.

It is enough here and now to say that the railroad as we know it today is an adaption of lines put down 200 or more years ago in England—from the collieries to the nearest dock, to permit the swift and easy handling of coal. And, in a similar fashion from quarries to the waterside, for stone, just as Gridley Bryant brought out the blocks from Quincy for the Bunker Hill Monument.

All these early lines were operated by horses as motive power. Their cars were nothing more or less than road wagons, with flanged tires instead of flat. The Romans, by the uniformity of the spacing of their wheels upon the axles, with their standard system of highways, fixed the gage of these earliest railroads. The railroads merely adapted themselves to this spacing and so, their gage was fixed. When, in due time, the steam locomotive came along, its gage was established by that of the railroads, which, as already established in the United States, came from England. They brought their gage with them—and it was, of course, the British one. And so 4 feet 8½ inches became the standard gage of the railroads in the United States and Canada. There have been many efforts to get away from this; narrow-gage roads built to attain some economy in construction and certain roads of an earlier day in this country (notably the Erie and the Ohio and Mississippi) struggling to establish a much wider one—six feet or even more—but all of these came to nothing. Until today, practically without exception, the railroads of the United States and Canada are adjusted to the British standard gage of 4 feet 8½ inches. And this obtains, to no small extent, all over the world.

*Courtesy Pennsylvania R. R.*

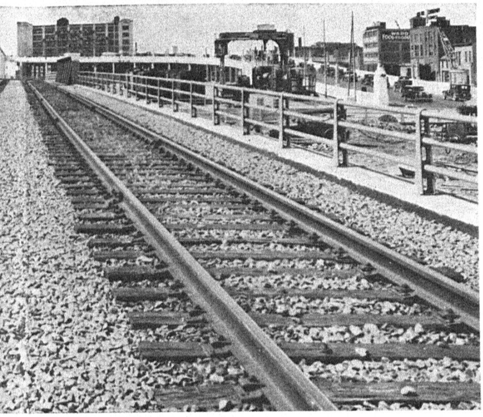


*T-rail on the Camden & Amboy*

At the outset of the railroad in North America, the details of track construction presented perplexing problems. The first tendency was to build a line far too solid and far too heavy for the cars and engines and traffic of that early day. For some reason the first builders of our railroads in many instances sought to use stone as sleepers or foundations for their rails. Perhaps the fact that many of these men who actually designed and constructed the first railroads had been builders of canals or were army engineers well used to the solidity and permanency of stone masonry, had something to do with it. But at any rate they began that way—and did not continue very long. Stone made entirely too rigid a track. Wood was more resilient; and so wood it finally became, with stone being used, if at all, as a foundation or ballast under the timber. This wood was laid at first lengthwise of the line—long wooden sills, upon the top of which were affixed slender strap rails of iron. A simple construction, seemingly, but not a very efficient one. The strap rails had a tendency under excessive hot weather to loosen themselves from their fastenings and to curl up and even to pierce the flooring of the cars.

# oad Development

## V— Track



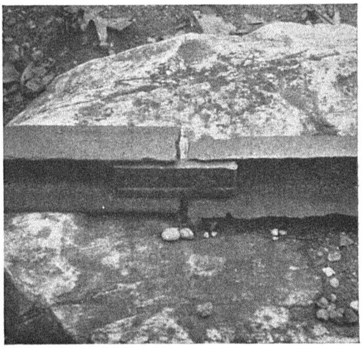
*elded solid) in Delaware and Hudson Track at Albany*

In a report by W. Hassel Wilson, written in 1832, upon the extremely well built Philadelphia and Columbia Railway (now a part of the main line of the Pennsylvania Railroad) one reads in some detail of the construction of that important line. Wilson writes:

"The length of the road (which had a double track) being 81.6 miles, there are 163.2 miles of single track, exclusive of sidings and crossings, of which 6 miles are laid with granite sills, plated with flat iron bars, 2½ inches of width by five-eighths of an inch in thickness; 18 miles with wooden string pieces plated in a similar manner; 2 miles with stone blocks and edge rails, having stone sills extending across the track at intervals of 15 feet; and 137.2 miles with stone blocks and edge rails, having wooden cross ties intermediate, except on some of the embankments, where the edge rails were secured to cross ties supported on longitudinal mud-sills. The English gage of 4 feet 8½ inches was adopted for this road, and the tracks were placed 4 feet 6 inches apart. The granite sill track, which was similar to that laid on the eastern portion of the Baltimore and Ohio Railroad, and in regard to the permanency and efficiency of which great expectations had been formed, proved an entire failure. Although the sills were bedded on a stratum of broken stone one foot in depth well rammed, it was found impracticable to keep them to an even surface or to gage, and after a very short period of use, the iron bars began to work loose, curling up at the ends and forming what were termed "snake heads." The wooden track was also liable to the defect last mentioned, and as the timber soon commenced to decay, it became usafe, especially for locomotives. In the course of a few years all of the flat bar track was replaced by T rails laid upon cross-ties. The edge rails, of which the greater portion of the road superstructure was formed, were rolled of the Wigan pattern with the bottom and top surfaces parallel, weighing 41½ pounds per yard. Cast-iron chairs of 15 pounds weight, were secured to the blocks or ties placed three feet apart, and the rails secured in the chairs by wrought-iron wedges, one on each side. The rails were first ordered in lengths of 15 feet for straight lines and 9 feet for curves; but it was very soon discovered that they could without difficulty be forced into curved lines, and the longer the rail the more easily this could be effected; consequently the 15-foot rails were taken for the curves and the 9-feet rails made use of on straight lines. Subsequently the rails were all procured in lengths of 18 feet, and placed so as to break joints with a cross-tie every 9 feet. The rails, which were procured from the Ebbw Valve Iron Works in Wales, cost upon the wharf at Philadelphia prices ranging from $44.50 to $50.50 a ton. The iron was of such excellent quality that

**(Continued on page 125)**

*Courtesy Pennsylvania R. R.*



*"Plated with flat iron bars"*

*The*
Delaware and Hudson Railroad
CORPORATION
BULLETIN

*Office of Publication:*
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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**Vol. 14** **August 1, 1934** **No. 8**

BELIEVE me when I tell you that thrift of time will repay you in after-life, with a usury of profit beyond your most sanguine dreams; and that waste of it will make you dwindle alike in intellectual and moral stature, beyond your darkest reckoning.—*Gladstone*.

## Under a Bushel?

IT is the duty of a good employer to study his men in order to discover latent capacities. But the employee cannot depend upon his talents being discovered if he conceals or fails to demonstrate them.

The president of a big bank spread his hands on the top of his desk. "Suppose," he said, "I had a thousand men here standing in line with a commander in front of them. To the commander they all look alike. He cannot judge them as individuals. Only if certain of them step forward can they become marked men.

"I am always on the lookout for someone to step forward from among the employees in this bank. If these men could only know it, their greatest problem is to get the attention of the boss. Initiative and courage are required to do something different—something that has not been ordered."

The foregoing observation is related by the authors of "Strategy in Handling People." They recite many examples of how obscure workers have attracted favorable attention to themselves.

For example, Theodore Vail, working as a railway mail clerk, became exasperated by the slipshod way in which mail was sorted. He organized a system for his own car. It was crude but obviously much better than the old way. When it attracted attention, he was promoted and asked to extend the plan. Five years later he was assistant superintendent of railroad mail service—soon to be general superintendent, and already on his way to become head of the great American Telephone & Telegraph Company.

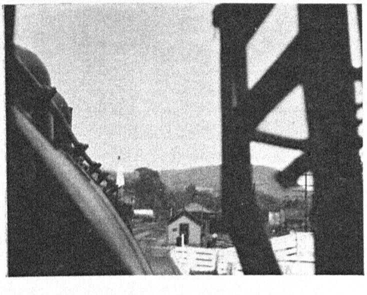
Of course, quiet, patient attention to the job at hand is admired by employers. In all organizations there must be a majority of workers who are willing to adjust themselves to routine, and to whom it does not occur to do more. Such people live useful lives, but they are unlikely to win the attention of their superiors. If they are incurably modest, yet extremely valuable, it may be good luck for them to be laid low by a serious illness. Their absence may attract attention.—*Through the Meshes.*

## Suspense

THE missing papers! Stories and plays without number have hung upon the disappearance and reappearance of vital papers. Even as the hero amid cheers will dash in with the missing documents and shout, "Stop, here are the papers!" so will the low-comedy villain mutter to the accompaniment of hisses from the gallery, "Find me them papers or I'll tear up the child!" Missing papers are the time-honored means of creating suspense, of keeping 'em on the edge of their seats as the fatal document passes and repasses from hero to villain and vice versa.

Such suspense, desirable though it may be on the stage, is unwelcome in the serious moments of real life. There is enough unavoidable suspense as it is. But avoidable moments of anxiety often occur, caused by someone's thoughtlessness. Take, for example, the case of the missing Group certificate of John Doe. He was an employee who had Group Life Insurance. Upon his death, a search was made for his Group Certificate. Every likely place was looked into, but not until someone thought of looking in his clothing locker in the department where he formerly worked was the certificate turned up. Meanwhile, his friends and family were burdened with additional worry.

Make sure you keep your certificate in a safe place. Tell your family where you've put it. Guard it as carefully as you do your other important papers. Then when it is needed, you'll have saved your folks a lot of needless worry at a time when they have plenty of other things on their minds.



# The Curves and the Tangents

## (A Parable)

*By courteous permission of Mr. Bruce Barton, well known writer of editorial, advertising, and feature articles,* THE BULLETIN *reprints one of the "Parables of Safed the Sage." The Parables, written by Mr. Barton's father, Rev. William E. Barton, widely known as the biographer of Abraham Lincoln, were jotted down during his journeyings and appeared in numerous publications under copyright. The elder Mr. Barton died in 1930.*

I RODE in the cab of a locomotive, and I spake with the man who drave the Engine, and we went at High Speed. And High Speed is one thing from the rear end of the Observation Car, and Quite Another Thing from the Cab of a Locomotive; and it giveth a man the Impression that he is not running a Sewing Machine. And I looked out upon the Track. And I spake unto the Engineer and I said, "Behold, how many are the Curves; whereas, the Map which this Company doth print with its Time Table doth shew the Road to be a Straight Line Joining every Great City in America to every other Great City."

And he said, "That is how it looketh on the map. But to the Engineer every railroad is a Double System of Curves, the Curves on the Surface and the Curves Up and Down. A railroad curves to get a better approach to a bridge, or to enter a town, or to avoid a swamp or a hill, or to go around the land of some Farmer who tried to sell his land at four prices, so there is a Curve to the right and a Tangent, and then a Curve to the left. And sometimes there is a reverse Curve with no Tangent between, in which case the Passenger doth think Unkind Thoughts of the Engineer without knowing why he is jerked Galley-West. Believe me, the business of running an air ship like this is something more than opening and shutting the Throttle, for there are always the Curves to pull around and to see around, and thou dost never know what doth lie in wait around the rim of the Curve, nor how strongly the Train will be tempted to disregard the Curve and survey a new Tangent of its own."

And I said, "What is the other system of Curves?"

And he said, "No roadbed is level. Even in a Prairie Country, the roadbed descendeth to a little stream, and ascendeth to a little hill and then descendeth to a larger stream, and ascendeth to a larger hill; and it must all be considered in terms of Coal Consumption, and Steam Pressure, and the Weight of the Train, and the Condition of the Track whether it be Dry or Wet or Frosty."

And I said, "Thou hast many things to trouble thee that I wot not of."

And he said, "Passengers mostly think that all an Engineer hath to do is to keep the train between the Fences of the Right of Way, and get in on Time. Behold, they consider not the Curves of either class. For a Railway is not all Tangents."

And I considered and said, "Thy business is like unto mine. For there be Railroad men who think that I have only to stand in the Pulpit one day in seven, and open my mouth and the Lord will fill it. Behold, there are Curves as well as Tangents on my Right of Way, yea Reverse Curves, and some Heavy Grades."

And he said, "I reckon it is so with every man's business. Though to another man it looketh like a Straight Line surveyed across the Map, yet to him that is on the inside, every business hath not only its Tangents but its Curves."

And we took each other by the Right Hand, and we bowed low and said our Salaams, and I bade him Farewell and Departed. And each of us knew that the other man's job was like unto his own.

### Last Resort

The squad of recruits had been taken out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried it at 100. Not a hit.

"'Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."

# Have You Ever Wondered

## About the Reason for Many of Our Everyday Actions, for Instance

WHY we shake hands? The custom of shaking hands first originated when men, in the midst of a fight, called a truce. They grasped the other's right hand, which was the sword hand, in order to be sure of no foul play.

This practice, in time, extended itself to friends. When two men met, they extended their weapon hands to indicate friendliness and confidence in each other and today it is a sign of courtesy.

Why we say "Hello" and "Goodbye"? "Hello" is the shortened form of the old greetings "Hail to you" and "Health to you." The same applies to "Goodbye" which, at one time, was "God be with you" and was shortened to "God b' wi' ye."

Why we cover a yawn and bless a sneeze? The practice of covering a yawn has been handed down to us from the days of the barbarians. It was not fundamentally a polite gesture. Our savage ancestors covered their mouths for fear that evil spirits might enter and take possession of them. A sneeze cannot very well be covered so blessings were said to ward off the evil demons.

Why men's coats have slits in the back? Long before the days of automobiles and carriages the only form of travel was on horseback. Because of this, men's coats were cut with slits in the back in order to allow the wearer freedom while in the saddle.

Why a man tips his hat? In the olden days when one man met another whom he knew to be stronger either physically or in regard to position, he showed knowledge of his inferiority by prostrating himself upon the ground. In time this custom was modified to kneeling or merely bowing. When armor became the universal male attire, it was impossible to kneel, and a knight removed his headpiece in the presence of his lord. Also, at this time, the desire to show respect to an equal was made manifest and one knight, in the presence of another, raised his visor. Thus the custom of hat tipping gets its origin from the knights of old.

Why a man is called "Mister"? Our word "Mister" is derived from the Latin word, "Magister" which means "master of the household." After passing through many changes of form it came into England from France as "Maitre." The English changed this to "Master" and it in turn became "Mister."

Why we lay cornerstones? All of us are familiar with the practice of laying cornerstones of public buildings. The mayor or some high official usually presides and dedicates the building. In Pagan times the ceremony was far different—it meant the sacrificing of a human life. In that unenlightened age it was the common belief that a new building would not stand unless some victim were made a part of the wall and buried within it. The coming of Christian times saw the abolishment of human sacrifice and today buildings are dedicated to future use rather than to the gods of the past.

Why a barber has a pole? In the middle ages the barbers were the only ones who practiced surgery, as physicians considered it beneath their dignity to operate. Most illnesses, in those days, were cured by bleeding the patient and almost every barber was adept in this art. As advertisement of their ability, they hung white and red rags in front of their shops. Later the cloths were removed in favor of a pole, and it is believed that the blue stripe was added in this country, merely to denote a patriotic feeling.

Why men's coats have buttons on the sleeves? A man of today has no need for butttons on his coat sleeve but at one time they were very important. In the days of our forefathers a man might be called upon to use his sword at any time, and in order that he might have full play of his muscles his sleeve opened to the elbow. Today there are seldom more than three or four buttons, and the sleeve does not really open, but, nevertheless, that is how the fashion originated.

Why we have wedding rings? We trace the wedding ring back to the days of the ancient Egyptians. Their brides wore a wedding bracelet because a circle was considered to be the symbol of something everlasting. This custom spread through Persia and Babylon and, in later years, was replaced by a ring. The Romans, however, gave the wedding ring much of the significance it has today. To them a wife's position was an independent and honorable one and a husband gave her his signet ring in order to show that she commanded all his possessions. The signet ring has given its place to the plain circlet but the meaning still remains the same.—*Exchange.*

## American Railroad Development

(*Continued from page 121*)

the old rails remaining after the road came into possession of the Pennsylvania Railroad Company in the year 1857 were rerolled into rods for blacksmith purposes."

So began a new outlet for British manufacture (and one that was to continue long after this county had ceased to import English locomotives), and a struggle for supremacy between iron-mongers upon two sides of the Atlantic. The strap rail had a very brief season of popularity. For the reasons just set down it came quickly to be abandoned in favor of the T rail, not unlike in form and general design the one in use at this very day. The inception of this last is generally accredited to Robert L. Stevens, of Hoboken, son of that same John Stevens who once had a small experimental locomotive traversing a circular track upon the grounds of his home overlooking the Hudson. Robert L. Stevens was one of the promoters and builders of the early Camden and Amboy Railroad across the state of New Jersey and in this way he was in a position to quickly introduce the new type of rail. It is said that when he was on his way to England in the summer of 1830, to purchase the *John Bull* for his road, he sat upon the deck of the ship and whittled out wooden cross-sections for the rail design. Already there was a rail, which needed no wooden sill underneath its length. But this—then, and still, used in England—had no base upon which it might stand alone. Its upper and lower surfaces were curved alike so that when one edge of the rail was badly worn, it could be reversed and the other used. In practice, however, this was not often done and the very type of the rail made necessary some sort of a metal support or "chair to affix it to the ties beneath. Stevens' rails stood firmly upon their own feet. An early report of the Camden and Amboy states that they were 3 inches high, 3½ inches in width and 2½ inches wide on the upper or running surface; genuine T-rails, which weighed 42 pounds per yard.

Stevens never claimed a patent for this invention. He found great difficulty in inducing the conservative British ironmasters of that day to roll it for him. Finally a mill in Wales undertook the work; and in 1832 the first consignment was shipped across the ocean to the Camden and Amboy.

The other American roads were extremely reluctant, to put it mildly, to adopt the new invention for their own uses. They used strap rails or H rails or even a rail shaped like a letter U reversed, almost invariably rolled from wrought iron, cast iron rarely being used. And it was not to be until the sixties that the marvelous ingenuity of Sir Henry Bessemer, that had made the steel rail a possibility, was recognized by its introduction upon the railroads of North America.

Long before that time all the rail oddities upon these roads had had their day and had finally been rejected. The T-rail alone survived and more and more its production became a matter of American manufacture. In 1844, the Mount Savage rolling mill, near Cumberland, Me., had produced the first "heavy" rail ever made in the United States, yet, oddly enough, this was Z-rail, not T, weighing 42 pounds to the yard. Five hundred tons of it were rolled out and these were used on a new railroad being built from the mill down to Cumberland. A second order went to the Old Colony Railroad from Fall River to Boston.

On the other hand, the Montour rolling mill at Danville, Pa., (opened in 1845) started from the beginning to make T-rail. Others followed—in New England, in New Jersey and elsewhere in Pennsylvania, after which the importation of rail from England slackened and soon ceased altogether. The high price of British rails (then about $80 a ton) nearly caused the entire cessation of work upon the Erie Railroad, in 1848. The Scranton brothers, iron-mongers of Pennsylvania, came to the aid of that struggling enterprise. A newspaper description of their part, written years ago, says that it became

" * * * necessary for the iron company to distribute the iron at the different points along the route, the nearest of which was fifty miles from the works. The rails were hauled by teams over the heavy mountain roads of northern Pennsylvania to Narrowsburg, Cochecton, Equinunk, Stockport, Deposit and Lanesboro. To some of these points roads had to be cut through the dense forest. * * * The rails were simultaneously laid east and west from the points named, and five days before the time for the road's completion to Binghamton had expired the last spike was driven. The event was celebrated in Binghamton on the 28th of December, 1848, Benjamin Loder, then president of the company, delivered an address, in the course of which he said that the energy, enterprise and promptness of George and Selden Scranton had saved the New York and Erie Railroad to the country."

The British London and North Western Railway was the pioneer railroad to use the steel rail—experimentally at first, in 1862. The following year the Grand Trunk Railway, of Canada, began arrangements to use the new rail upon its main line; while in the United States a twelvemonth later, the Pennsylvania Railroad decided to adopt it. It had found that the best of wrought iron rails was not strong enough to stand the increasing weight of its high-speed locomotives. In the road's annual report for 1864 (dated February 18, 1865) the following paragraph appears:

"Notwithstanding our unremitting efforts to secure the best rails that are made, each succeeding year adds its testimony to those preceding it of the want of a better material than that now used. In addition to their rapid destruction from ordinary wear, is added the risk to the trains from their frequent breakage. To obviate this our new rails have been increased in depth to an extent (4½ inches) that will give them thirty per cent additional vertical strength, which it is believed will, with increased care in the selection of ores and the manufacture of the rails, prevent further damage from this source. The steel rails introduced upon the road show no evidence of wear, but their great cost at present precludes their general introduction."

Yet it was hardly two years later that the Pennsylvania prepared to abandon the use of iron for its rail and to substitute the new agent, steel. Other large railroads here in America prepared to take the same step. And in 1865 (May 25) the first steel rail ever rolled in the United States came out from the rolls of the Chicago Rolling Mills, from ingots previously prepared at Wyandotte, Mich. There was much discussion and no small amount of legal battle over patent rights and the like but the industry, once founded, prospered—first at Troy, N. Y., and later in the western Pennsylvania district. In 1867, 2,277 gross tons of steel rail were rolled, all told, here in the United States, and it was not until 1870 that the annual production passed the 30,000 ton mark * * * ten years later over 1,000,000 tons of steel rail were rolled—for the first time in the nation's history, marking the end of iron rail in America.

(To be continued)

## New Wage Assignment Law

(*Continued from page 119*)

It will be noted that three major safeguards have been set up to protect against deception by "high-pressure" salesmen: that the assignment must be contained in a separate form from any receipt or other paper; that no other assignment can exist in connection with the same transaction; and that the weekly income of the person making the assignment must exceed $12 per week.

Rule P of the "Rules for the Government of the Transportation Department" provides that "Assignment of wages by an employe is prohibited and will be cause for dismissal."

## Random Facts

THE site of the White House in Washington was selected by George Washington in 1791; first occupied by President John Adams in November, 1800; and was burned by the British in 1814. It was called White House because of its construction of white freestone.

It would take 213 states the size of Rhode Island to make one state as large as Texas.

A cubic foot of water is convertible into 1,661 cubic feet of steam at the same pressure.

There is a mile and a quarter of electric wire in a Pullman car.

Pork consumption totaled 65 per cent of all meats eaten in Germany during 1931.

Two bones of the human skeleton, the hyoid and the knee-cap, are not joined to any other bone.

A motion picture film seldom lasts longer than three or four months.

Columbus brought 20 bloodhounds with him on his voyage to America in 1492.

The University of Bologna, Italy, is the oldest in the world.

The ordinary camel's-hair brush is made from the hair of a squirrel.

It is said that there is but one spot in the United States where a house could be built with each of its four corners in different states. This spot is at the meeting point of Utah, Colorado, Arizona, and New Mexico.

In Africa there are about 600 languages; in India 111.

There is enough salt in the oceans to cover 700,000 square miles of land one mile deep.

In some localities in Alaska, thermometers have registered a temperature as low as 86 degrees below zero.

Jerusalem was once an entirely deserted city for 70 years.

A cubical room thirty feet each way contains a ton of air.

The weight of the air upon the surface of the earth is 5,633,000,000,000,000 tons.

The drops of moisture composing clouds are so small that millions of them are required to make a single drop of rain.

# Clicks from the Rails

### *Thousands of Rats*

were routed from the Hoosac Tunnel grain elevator of the Boston and Maine at Charlestown, Mass., by two cats "Bobby Burns" and "Julia," sometimes called "Highland Mary." Traps and poisons of all kinds were tried in a vain attempt to rid the elevator of rats, some of which were as large as the average cat. Finally the two cats were brought in and in a short time they had driven all the rats away, but not before several hundred were killed. They are now "on the payroll" at the rate of a can of horse meat and spinach a day, which figures out $36.50 per year.

✠

### *A Gold Medal*

was recently presented to Milton C. Pressey, Santa Fe switchman, by Governor Edward C. Johnson, of Colorado, for saving the life of an eight-year-old girl who was trapped on a high, narrow trestle by a switch engine. Pressey, who was riding on the front footboard, held on with one hand, leaned forward and snatched her to safety as the engine rolled past. Except for a few scratches, the girl was uninjured.

✠

### *The Danube River*

famed in European song and story, now follows a new course around Tuttlingen, Wurtenburg. The plans for the construction of a new German Railway station at this point called for the relocation of the river bed several miles from its former course, an operation which was successfully carried out.

✠

### *The Sea Serpent*

of Loch Ness has caused a change in the passenger train schedules of the London North Eastern which will permit passengers to ride around the lake in motor cars in the hope of glimpsing the monster.

### *A Father and Two Sons,*

whose combined service records total 145 years, are on the pension rolls of the Pennsylvania Railroad. In 1912, Joseph Davis, a master mechanic, was retired with 48 years, 8 months service. Since that time his sons, William, with 49 years, 5 months, and Milton, with 46 years, 6 months, on the railroad's payroll have been pensioned, thus creating a situation which is believed to have no parallel in American railroading.

✠

### *Francis Scott Key's*

original manuscript of *The Star-Spangled Banner* was recently shipped by Railway Express from New York to the Walters Museum of Baltimore, Md. The document, for which the museum paid $24,000, was promptly and safely delivered to the consignee. Since the song was written on board a ship in Baltimore harbor, residents of that city have always felt that the manuscript should find a permanent resting place there.

✠

### *Two Stationary Engines*

have been operating on the London Midland and Scottish (England) for a total of 222 years. The first, which was designed by James Watt and uses steam at five pound pressure, was built 121 years ago and is used to pump water at Holyhead. The other, which is 101 years old is used on the Leicestershire incline.

✠

### *Pious Hollanders*

to the number of 26,000 recently journeyed to Amsterdam to celebrate a religious festival. This annual affair attracted but 1,000 persons when originated 12 years ago, a single train accommodating all, whereas this year 33 extra trains were operated, this number being divided between the two week-ends on which the event took place.

### *A Church Train*

is run every Sunday morning by the London-North Eastern Railway from Riccarton Junction to Hawick or Newcastleton. Riccarton is a creation of the old North British Railway, which authorized the erection of houses, post-office and a school for the benefit of employes stationed at this remote spot. To meet the demand for a place of worship the railway instituted the "church train" which averages 20 miles a week and, in addition to providing religious services, permits the exchange of visits with relatives in the lowlands.

✠

### *The Saratoga Express,*

Pennsylvania Division passenger train on The Delaware and Hudson in the "eighties," might well have been called a "coincidence in two's," for it was train No. 2, hauled by locomotive No. 2, it always had two coaches, its crew included two Cobbs and two Nichols, and it was usually two hours late. Samuel Cobb, Sr., was engineer; Samuel Cobb, Jr., was fireman; Dan Nichol was its conductor; and James Nichol, baggagemaster, all of whom are now dead.

✠

### *Camping Coaches—*

railway passenger cars which are "anchored" in sidings in the scenic territory traversed by the London North Eastern, are proving popular with Britons on vacation. Each coach is furnished with all the necessities of a camping trip, offering many advantages over tents.

✠

### *8,226 Locomotives*

are owned by the London, Midland & Scottish Railways. Comparison of this number with the 2,423 locomotives of the Pennsylvania System and the 425 of the Delaware and Hudson gives some idea of the magnitude of the British railway industry.

# *Learning*

*I HAVE learned that mistakes can often be set right, that anxieties fade, that calamities have sometimes a compensating joy, that an ambition realized is not always pleasurable, that a disappointment is often of itself a rich incentive to try again. One learns to look over troubles instead of looking into them, and one learns that hope is more unconquerable than grief.*—ARTHUR C. BENSON.